

NATIONAL TRANSPORTATION SAFETY BOARD

SUBJECT OR DOCKET NO.: DCA00MM030
Fire on Board M/V Columbia

INTERVIEW OF: Thomas A. Cook

DATE: Saturday, June 10, 2000

TIME: 3:30 p.m.

1 P R O C E E D I N G

2 (3:30 p.m.)

3 EXAMINER: On June 10th, Saturday,
4 approximately 3:30, we were with Thomas A. Cook, Junior
5 Engineer on board Columbia. Can you give us your date
6 of birth, sir?

7 MR. COOK: 11/3/51.

8 EXAMINER: And can you tell us what licenses
9 you hold?

10 MR. COOK: I hold endorsements. I'm
11 unlicensed. I hold an oiler's, junior engineer and
12 limited AB.. Also I'm a 110 masters.

13 EXAMINER: Okay, how long have you been in
14 the marine industry, in general?

15 MR. COOK: I've worked for the marine highway
16 now probably close to three years.

17 EXAMINER: This is your first job in the
18 marine industry?

19 MR. COOK: No, I worked in the Gulf of Mexico
20 for almost a year.

21 EXAMINER: And when did you say you joined
22 with Alaskan Marine Highway?

23 MR. COOK: 1997, I think. May of '97.

24 EXAMINER: And -- I'm ~~just~~ trying to just get
25 a handle on all of your marine experience. So have we

1 covered it all?

2 MR. COOK: Basically, for the ships, like I
3 said, I worked down in the Gulf. I worked on mud
4 boats, crew boats in the Gulf of Mexico for
5 approximately a year. When you start with the Marine
6 Highway, I started at the bottom. I started in the
7 Steward's Department. You work the summer and you're
8 laid off in the winters because I worked in the Gulf in
9 the winters and picked up the rest of my time for my
10 oiler's and junior endorsements.

11 EXAMINER: Okay.

12 MR. COOK: So I approximately probably gotten
13 close to four years in the marine industry.

14 EXAMINER: And is Columbia the only ship that
15 you work for with Alaskan?

16 MR. COOK: No, I've worked on every ship in
17 the Fleet in the southeast ~~region~~fleet.

18 EXAMINER: For this particular trip on the
19 Columbia, this trip where the fire occurred, when did
20 you report aboard for duty?

21 MR. COOK: It was approximately 9:15 Monday
22 morning, was crew change.

23 EXAMINER: Prior to reporting for duty on
24 this trip, can you give me an idea of your general or
25 basic activities were? Were you home, for example?

1 MR. COOK: I got off my last assignment May
2 3rd~~at 8:30~~ and I'd been on vacation and family leave
3 from May 3rd until I came on the ship Monday morning.

4 EXAMINER: When you are at home and not
5 working, give me an idea of what your sleeping routine
6 is like. For example, what would you consider as your
7 normal sleep requirement, in terms of hours?

8 MR. COOK: Six, seven hours.

9 EXAMINER: A day?

10 MR. COOK: Max.

11 EXAMINER: Okay.

12 MR. COOK: I usually go to bed like eleven
13 o'clock at night and I'm usually awake by five, six
14 o'clock in the morning.

15 EXAMINER: Okay, now you are a day worker?

16 MR. COOK: Yes, sir.

17 EXAMINER: And what kind of a shift or what
18 kind of hours do you work as a day worker?

19 MR. COOK: We work from, on this ship here,
20 we work twelve hours, twelve hours off.

21 EXAMINER: And you do that for how long?

22 MR. COOK: Seven days.

23 EXAMINER: Seven days at a time.

24 MR. COOK: Seven days at a time.

25 EXAMINER: And are you off -- how long?

1 MR. COOK: We're off for twelve hours.

2 EXAMINER: No, once you've done your week of
3 twelve on, twelve off, how long are you off?

4 MR. COOK: We're off for seven days.

5 EXAMINER: For another seven, okay. All
6 right. The evening before the fire -- let's do it this
7 way -- can you give me what your activities were once
8 you reported aboard the ship and bring me up until the
9 fire? In a general sense, what were you doing?

10 MR. COOK: The day I got on the ship?

11 EXAMINER: Yeah.

12 MR. COOK: Well, like I said, I got on at
13 9:15. Dave Slade's (ph), my watch partner. Dave was
14 on watch from 9:15, we swapped watches at 11:30 so I
15 was off watch, you know, and unpacked my gear, went up
16 and had lunch and went down and relieved Dave at 11:30.
17 I came on watch at 11:30 and I worked until midnight.

18 EXAMINER: Okay, all right. What did you do
19 after you got off watch at midnight?

20 MR. COOK: I went to -- I went up to the
21 crew's mess, had a snack, went back to room and went to
22 bed and woke up about 8:30 in the morning --

23 EXAMINER: What time did you go to bed?

24 MR. COOK: It was about 1:30 probably by the
25 time I got to bed. I took a shower and everything,

1 ~~then went in at one~~ thirty, two o'clock, and woke up
2 about nine, went up the crew's mess and had a cup of
3 coffee, went down and studied for exams until about
4 eleven o'clock, then came back up the crew's mess, had
5 lunch at eleven and went down and switched out the
6 watch partner at eleven thirty.

7 EXAMINER: Okay.

8 ~~MR. COOK:~~ And then, about a half an hour
9 later, we had the fire.

10 ~~EXAMINER~~ Mr. Cook: The fire occurred at
11 approximately at twelve ten.

12 ~~Mr. Jones~~ I'll pass it to you.

13 ~~CO-EXAMINER~~ Tom Roth-Roffy: What I'd like to
14 do is get a little more details of what you heard, what
15 you saw, what you told people and what people told you.
16 Basically, everything that happened to you from the
17 time, say you're having lunch, which was about, what
18 you say eleven thirty?

19 MR. COOK: About eleven o'clock.

20 Tom Roth-Roffy ~~CO-EXAMINER~~: So, okay, after
21 you finished lunch, let's say you went down the engine
22 room, if you would, try to, you know, the best ~~that as~~
23 you can recall, tell me everything that you can think
24 of, try to visualize doing down to the engine room,
25 what happened?

1 MR. COOK: Well, we had lunch, they start
2 serving at eleven, eleven fifteen, had lunch and went
3 down to the engine room because we always change watch
4 at eleven thirty, try to be exact eleven thirty,
5 between eleven thirty and eleven forty, but it was
6 eleven thirty, and Dave told me what was going on, what
7 was in the book to repair, what needed to be done, what
8 he had done, and he left the engine room, said he was
9 going to eat lunch, and that was probably around eleven
10 forty, eleven forty-five.

11 He left, we all, everybody had switched out
12 watches, the other third assistant engineer came on
13 watch, which was Dan Rhodes, the other oiler came on
14 watch, Lee Chapman, and we were having a fire drill at
15 twelve thirty; fire and boat drill. So I went over and
16 looked up the MSDs, which is in the crew quarters,
17 checked on those real quick, made sure everything was
18 all right over there, came back to the engine room,
19 went in the control booth, the watch engineer said, I'm
20 going to make a round down in the main engine room, and
21 Lee Chapman was sitting there at the computer desk and
22 I went over and sat with Lee because I didn't want to
23 leave the engine room because that's ~~where we usually~~
24 where we congregate to have our fire and boat drill.

25 So I figured I'll just stay here with Lee,

1 you know, and the other watch engineer was out in the
2 control booth so me and Lee were sitting there
3 visiting. The oiler came in, or not the oiler, the
4 wiper came in, John, and I said, "John, why don't you
5 go up and grab lunch because we're going to have this
6 fire and boat drill at twelve thirty so you might as
7 well get an early lunch."

8 So he'd left, probably around twelve, twelve-
9 0-five and Lee and I were sitting there and the reason
10 I knew it was around twelve ten, I looked at my watch
11 and I said, "Well, we've got about twenty more minutes
12 before the fire and boat drill." And we were talking
13 and pretty quickly -- it was kind of weird sound -- it
14 wasn't that loud, but it was a disruptive sound, kind
15 of a "poof" and then it just -- and I was facing the
16 board. Lee was sitting like this and the control board
17 runs down this way. So I would see the full length of
18 board and it was kind of like, "Shit, is this really
19 happening to me." And it's like somebody's running an
20 arc welder, a big arc welder. And the number one panel
21 lit up, sparks come out the top of the panel, across
22 the roof, bouncing off of the forward bulkhead and then
23 they start coming out the bottom of the panel and out
24 the holes around the breakers, and it wasn't probably a
25 split second, it moved down to the second panel.

1 By this time, the first panel was started to
2 smoke and there was fire coming out of it. The second
3 panel lit up and the noise got louder. By that time, I
4 grabbed Lee by the collar and said, "Let's get the hell
5 out of here." I said, "This is going to be hot in
6 here." Because we didn't know what was electrified and
7 we didn't want to go around the controls, try to shut
8 anything off, because you don't know what's hot and
9 there's probably 900 volts bouncing around in there.

10 So I grab Lee, we went out the port door, on
11 the way out, I said, "Call the bridge. I'm going to
12 find the third engineer." We went around the back of
13 the main engines and I came up to the starboard door,
14 the other entrance to the control booth. Dan was just
15 coming up the stairs, I grabbed him, he had a Co2
16 bottle. I told Dan, I said, "Don't open the door." I
17 said, "Man, it's hot." I said, "Just leave the door
18 closed." I said, "It's in the room, just leave it
19 closed, don't give it any air." I said, "Let's get it
20 shut down and get all the power shut off."

21 So he went down, he shut the second, number
22 two generator off, it was tripping out, it was going
23 off-line and by that time, I seen the first come in and
24 I seen the other third engineer, which is Stan Jones.
25 Stan went up and called the bridge to alert them. And

1 Glen, the first engineer and the Chief had come in and
2 we gathered everybody and we left the engine room.

3 We went to the top of the stairs, went to the
4 safety gear locker, which was locked; everybody's like,
5 you know, where's the key. One of the guys said, "Oh,
6 yeah, it's inside the door here. So we grabbed the
7 key, unlocked the safety gear locker, there was only
8 one breathing apparatus, an ~~AFCD~~ASCBA, we suited up
9 Stan Jones and by that time, some of the fire team
10 started reporting down.

11 So we got Glen and Stan into the ~~FCDA's~~SCBAs.

12 They went back in. I stayed on deck and assisted with
13 the air packs and anything we could do up there, tried
14 to keep people out of the engine room. But that's
15 about it. I mean, but it was kind of like it wasn't
16 even real, you know. You're sitting there and all of a
17 sudden everything's running smooth, you don't hear any
18 noise and pretty quick the panel lights up. It's just
19 like two or three arc welders running at once. And the
20 smoke was unbelievable.

21 By the time we got around to the other side
22 of the control booth, it was filled with black smoke
23 and was coming out from underneath the doors and the
24 engine room was starting to fill up at this time. But
25 that's about all I can tell you. As far as any weird

1 noises or anything like that, we didn't hear anything
2 and everything, like I said, was normal. Just another
3 day at the office.

4 But after -- I know the fire team, after they
5 showed up, we gathered all the air packs we could get
6 because Stan and Glen kept going in and they finally
7 got in the control booth, but I wasn't down at the
8 scene so I can't tell you what happened there because
9 we kept everybody away from it because the black smoke
10 was just rolling out of there. But I don't know what
11 else to tell you.

12 ~~CO-EXAMINER~~ Tom Roth-Roffy: Okay, do you
13 remember -- did you help suit up the rest of the fire
14 party?

15 MR. COOK: No, I took, uh, junior engineer
16 ~~and-on~~ a fire team is basically in charge of shutting
17 all the electrical down on the scene. Since we
18 couldn't get to the scene, the first and the third,
19 were shutting down everything we could, but before they
20 arrived, like I said, we shut down the generators to
21 get the power off because we knew the emergency
22 generator would come on because it's on a separate
23 circuit and it comes on within forty-five seconds to a
24 minute. And, no, I stayed up topside there, making
25 sure these guys had air packs, extra air bottles and

1 switching out everybody.

2 ~~CO-EXAMINER~~ Tom Roth-Roffy: Do you have any
3 recollection about the lighting? We've heard from a
4 couple of people about some description of a flickering
5 or off-and-on wavering of lighting. Do you have any --
6 have you said anything to that, what you remember what
7 happened with the lighting?

8 MR. COOK: Well, all I can remember is when
9 it happened, after we left the control room, the lights
10 -- I do remember the lights coming down -- and by the
11 time we got to the rear of the main engines, they were
12 shutting down. By the time I got over the Dan Rhodes,
13 they were shut down. And yeah, they dimmed down and
14 then they'd come back a little bit and then they just
15 went down, that was it, but I didn't have a lot of time
16 to look at lights. My basic concern was getting the
17 crew. We knew where everybody was at, we knew how many
18 guys were in the engine room and Dan Rhodes was my
19 biggest worry, to get him, because I didn't know if he
20 had try to go in the control booth by himself or -- and
21 that was my biggest concern was getting those guys
22 gathered up and we knew where everybody was at.

23 So I know number two generator, it went
24 crazy. I looked, you know, around the corner, you can
25 look down from the control booth, around the corner and

1 you can see the generators and number two was rocking
2 and rolling. She was trying to come off-line. Dan
3 went down and shut it down and then he took number
4 three off-line or number one. We got three generators.
5 We only run one and two. Number three is usually a
6 backup if we do lose one or two.

7 CO-EXAMINER: Do you remember the Coast Guard
8 fire fighters? Apparently, some Coast Guard people who
9 came aboard. Do you remember seeing them or --

10 MR. COOK: Oh yeah, a good bunch of guys.
11 Those guys had it together. They were well organized,
12 they came aboard, there was, oh, I don't know, probably
13 five or six guys in that fire fighting team, when they
14 got aboard, they went down and once they got down the
15 stairs, I don't know what they did. They went inside
16 and pulled the other guys out. I don't know what they
17 did then, but, yeah, I remember them coming aboard.

18 CO-EXAMINER: Do you remember about how long
19 after the first -- when you first vacated, how long
20 after before these Coast Guard folks showed up?

21 MR. COOK: It was quite a while actually.
22 Probably an hour. Maybe it was less than that. I
23 don't know exactly how long it was, but I know our fire
24 team was there within probably fifteen minutes and had
25 Glen and Stan in airpacks and they were probably back

1 in the engine room within a matter of less than ten
2 minutes because they wanted to get back in the control
3 booth and see if they could shut down any of the
4 breakers, but the smoke was so intense. I mean, it was
5 just that black —adid of smoke. You couldn't see
6 anything, but I guess they got back in there somehow.
7 They put a lifeline on Stan, I think, and shoved him in
8 and they started kicking breakers with a flashlight
9 because the breakers were actually still hot. They
10 still had juice in them.

11 ~~CO-EXAMINER~~ Tom Roth-Roffy: Did you see the
12 ship's emergency squad suited up? Were they mustering
13 in the area that you were standing in?

14 MR. COOK: Yeah, they were. One of our
15 biggest problems was, ~~because as everybody was in a~~
16 ~~hurry~~ probably heard, was we had a car blocking our
17 area, but there was our ship's guys suited up, standing
18 around waiting to go in, but by the time that they were
19 ready to go, the Coast Guard had arrived and we held
20 them back and let the Coast Guard guys go in. But they
21 were on the scene, you know, if they needed assistance.
22 And I couldn't tell you exactly how long it took the
23 Coast Guard to get there, but it didn't seem like it
24 was probably over an hour, if that much. 7 ~~B~~but we had
25 plenty of help. ~~My~~ Our guys were there quick.

1 Everybody worked well together. The parked car in the
2 middle of the yellow zone was the biggest problem
3 because we didn't have anywhere to stage our area.

4 ~~CO-EXAMINER~~ Tom Roth-Roffy : Are there
5 usually parked cars in that yellow zone or was that an
6 unusual situation?

7 MR. COOK: Well, I don't know. I guess they
8 had a meeting over it and they said they weren't going
9 to park cars in there. I guess it was a mistake, but
10 it was one of those mistakes that could have caused a
11 problem, but we worked around it.

12 CO-EXAMINER: Were cars normally parked in
13 that yellow zone or was it an unusual circumstance?

14 MR. COOK: Well, I don't remember when they
15 painted that zone in there. I know Stan Jones, the one
16 that brought it up in a safety meeting and they had
17 that zone painted yellow to keep cars out of that area
18 so that we'd have a staging area in case there was a
19 fire and I don't know why they parked it there, if they
20 had room somewhere else, I don't know. I don't work on
21 the deck so I can't give you that answer, but it was in
22 the way. It wasn't a problem. It was a problem, but
23 it wasn't a problem. We worked around it. If we had
24 to, we probably would've picked it up and moved it.

25 EXAMINER: Okay, I think that's about all I

1 have for right now. Terry, do you have anything?

2 EXAMINER TERRY: I just have a couple of
3 questions. Since you were up there with the fire
4 fighters, can you give us a little more detail on how
5 it was organized or any instructions the fire teams
6 were being given or that you were given in relationship
7 to the people in the engine room? Do you recall any of
8 that information?

9 MR. COOK: Well, we had Chris, I think Chris,
10 was the mate on watch and Chris was down there -- I
11 thought it was very well organized. I mean, the crew
12 responded as quick as they could. What was confusing
13 to a lot of people, I think, is that the other fire and
14 boat drill was scheduled at twelve thirty and when the
15 general alarm did sound, they probably, I mean, I don't
16 know what happened up here, but they all probably
17 thought why the heck are they having it early for, but
18 these guys were on the scene and like I said, I don't
19 think our guys went down there very long. _I don't
20 remember who went down, but most of them were Coast
21 Guard and our two engineers that I remember, but there
22 may have been some of our fire fighting party down in
23 there, I don't remember. I didn't take care of our
24 team. I took care of the two engineers, make sure that
25 they had the airpacks because they are the ones who had

1 to go inside because they knew what was going on.

2 EXAMINER TERRY: Was anyone keeping of how
3 long each person was in there?

4 MR. COOK: I think the mate and the purser
5 were kind of in charge of that, but every time somebody
6 would come out, we would check their airpack, make sure
7 they had plenty of air because if they didn't have
8 plenty of air, we'd swap them out. If they didn't have
9 over ten minutes, twelve minutes of air, we'd make sure
10 they had a fresh bottle. Nobody went in less than
11 twelve, fifteen minutes of air.

12 EXAMINER TERRY: Did you enough bottles on
13 board?

14 MR. COOK: We had plenty of bottles. They
15 brought out more bottles up from the other emergency
16 lockers, they brought them down to the engine room,
17 Coast Guard brought on bottles. Yeah, we had a lot of
18 air. Never had a shortage of air.

19 EXAMINER TERRY: Have you had fire fighting
20 training?

21 MR. COOK: Yes, ma'am, I took it last
22 October.

23 EXAMINER TERRY: Are you part of the fire
24 fighting team on board?

25 MR. COOK: Yes, I, as Junior, like I say, you

1 report to the scene, you don't suit up, you're in
2 charge of all the fire dampeners, electrical, depending
3 on where the fire is, you shut all the electrical off
4 in that area, close the fire dampeners, but that's
5 basically my job; to help and assist wherever I can,
6 but as far as suiting up, no, I don't.

7 EXAMINER TERRY: That's all the questions I
8 have.

9 EXAMINER THREE: A couple questions. You
10 said number one and two generator were on line, number
11 three was shut down?

12 MR. COOK: Yeah.

13 EXAMINER THREE: Went On and two into a
14 parallel operation?

15 MR. COOK: Uh-huh.

16 EXAMINER THREE: Do you have any recollection
17 of what kind of KW load you were running at the time or
18 did it seem high -- transport a higher -- what's
19 normally run?

20 MR. COOK: No, I don't. Basically, that's
21 not really my job. That's the third assistant engineer
22 in the -- line and the oiler on watch. I didn't even
23 really look at it and I don't know what it was running
24 at the time, but, like I said, everything -- the
25 control booth itself, you know the sounds and

1 everything was normal. And, I mean, shit hit the fan
2 and it hit fast and what we were afraid of -- I wanted
3 to call the bridge on the phones, power phones there,
4 but the fire was walking our way, started in number one
5 panel, lit up number two and it was just a matter of
6 seconds so we didn't know how fast it was going to come
7 our way and we just had a split second to think about
8 this and I told Lee, "Let's go." I said, "If one of
9 them cables drops down on this deck, we're not going to
10 get out of here because the whole room is going to be
11 hot." So we left.

12 EXAMINER THREE: At the time that all the
13 fire started, do you know if anything unusual was going
14 on ---the ship, any major machinery being run, --
15 anything like that?

16 MR. COOK: No, everybody was at lunch. I
17 mean, there was nothing abnormal running, you know,
18 just the mains, the generators, the usual pumps. No,
19 nobody was operating anything heavy. There was no,
20 shouldn't have been any abnormal loads on the
21 generators.

22 EXAMINER THREE: That's all I have.

23 EXAMINER Mike Jones: You mentioned that May
24 the 3rd was your last assignment. Was that the
25 beginning of your last assignment or was that the end

1 of it?

2 MR. COOK: That was the end of it.

3 ~~EXAMINER~~ Mike Jones: End of it, okay.

4 MR. COOK: I got off the Aurora approximately
5 May the 3rd.

6 ~~EXAMINER~~ Mike Jones: And I keep thinking
7 about this safety locker being locked up. Why do they
8 keep the safety gear locker locked?

9 MR. COOK: Theft, basically.

10 EXAMINER: Is it in an accessible area to
11 passengers?

12 MR. COOK: It's right there where passengers
13 can see it.

14 EXAMINER: Okay.

15 MR. COOK: But my opinion, it shouldn't be
16 locked. I mean, we've got a lot of relief people at
17 work over here and when you have relief, they don't
18 know a lot of the systems on the ship. They don't
19 where to go or where everything's at and it's just
20 luckily, you know, I've been permanent over here for
21 probably two years and you know where stuff's at.

22 EXAMINER: Would you think that safety locker
23 could be moved to a different spot where it's not
24 accessible by passengers, but still available for the
25 crew?

1 MR. COOK: Well, I don't think the location
2 of the safety locker is a problem. I think the biggest
3 is that it needs probably more gear in it. I think the
4 engine room probably has -- it needs -- the engine room
5 itself needs a ~~FCDA~~-SCBA right there that's accessible,
6 not in the control booth. The trouble with the engine
7 room, the way it's set up now, is it's the heart of the
8 ship, the control booth. I mean, once that thing
9 started, I mean, we didn't have anything. We didn't
10 have any phones.

11 EXAMINER: Yeah.

12 MR. COOK: I mean, the third had to go up on
13 the car deck to use the phones. Our radios were in
14 there. We were, basically, we were lost. I mean,
15 there's was nothing there without the control booth.
16 Now there's ships in the fleet, the have ~~FCDA's~~-SCBAs
17 outside the control booth now, they have special cages
18 for them, the have the airpacks and everything on them.
19 All you go to do is back up and put them on and you've
20 got them. Another problem in ~~IC~~-I see is that our Co2,
21 our hundred pounder, is the auxiliary room, it's got a
22 hose that will reach anywhere, even in shaft alley.
23 Well, there's one problem with that. Have you ever
24 seen a hose that's being dragged that don't get tangled
25 around something?

1 EXAMINER: Yeah. Has any of this ever been
2 discussed before, in one of your safety meetings,
3 perhaps? Anybody ever bring it up?

4 MR. COOK: I haven't been to one of the
5 safety meetings to tell you the truth. Most of the
6 safety meeting is the licensed personnel. If we see a
7 problem, we go to the first and say, hey, if we think
8 this is a problem and goes to the safety meeting and
9 relays it.

10 EXAMINER Tom Roth-Roffy: Uh-huh. Do you know
11 if there are manual fire alarms located in the
12 machinery spaces or out on the car deck or anywhere?

13 MR. COOK: Well, that's another thing, I
14 mean, there's no general alarm in the engine room,
15 there's no fire alarms in the engine room so we
16 couldn't trip anything down the engine room that would
17 alert the bridge. The only way we had to get a hold of
18 them is the sound powered phones. That was my first
19 thought when it hit I told Lee,— [where in the hell is
20 the general alarm,] because most, a lot, of the ships
21 have the general alarm. When you walk in the door, the
22 general alarm is set up there, it's in the control
23 booth. For some ships that don't, a couple of other
24 ships don't have it, but some of the smaller, like a
25 235s or the Connie, there's is right there. There is

1 no general alarm in our engine room.

2 EXAMINER: Has there been any talking of
3 getting one since the fire?

4 MR. COOK: Oh, yeah. There's been a lot of
5 talk. I mean, we have to get things away from the
6 control booth and have areas that we can get access
7 because, you know, the control booth is the heart of
8 the engine room. I mean, when that was hit, I mean,
9 that was it for us. I mean, we couldn't get to
10 anything.

11 EXAMINER Tom Roth-Roffy: Deputy, do you have
12 anything?

13 DEPUTY Fire Marshall: I just have one
14 question. When you first looked over there and saw the
15 sparking, what color were they?

16 MR. COOK: ~~Kind-They were of~~ white and then
17 you'd see a kind of a fireball come out of them, out of
18 the top and bounce off the forward bulkhead.

19 DEPUTY: What color was it, red and orange
20 maybe?

21 MR. COOK: I don't know. I mean, it happened
22 --

23 DEPUTY: Okay, -- white?

24 MR. COOK: Yeah, white and then it started,
25 when it started smoking, it was kind of a white smoke

1 and then it turned into black smoke.

2 DEPUTY: Okay, was that door closed?

3 MR. COOK: Yeah, those doors close
4 automatically.

5 DEPUTY: They weren't held open?

6 MR. COOK: No, no.

7 DEPUTY: Okay. That's all I have.

8 EXAMINER TERRY: I just have one question.
9 You mentioned that there was a ~~FCDA~~-SCBA in the control
10 booth, did you say that?

11 MR. COOK: No, ma'am.

12 EXAMINER TERRY: What ~~FCDA~~-SCBAs do have down
13 there?

14 MR. COOK: None.

15 EXAMINER TERRY: None. What kind of ~~—~~
16 safety equipment do you have there in the engine room?

17 MR. COOK: We've got fire hoses, fire axes,
18 we've got Co2, fire extinguishers, we've got a hundred
19 pounder, we've got a bank of Co2, we can basically shut
20 water-tight doors, set off the Co2 bank and kill the
21 whole engine room. {end of tape side} There's Co2
22 extinguishers all through the engine room. There's
23 fire hoses all through the engine room. There's fire
24 axes. Like I said, our biggest complaint is that
25 there's no ~~FCDA~~-SCBA available down in the engine room.

1 The hundred pounder that's in the auxiliary, with the
2 drag hose, that's great, but if you've got a fire on
3 the ~~outside~~-aft side of one of the mains and you're
4 down there trying to grab the hose, how are you going
5 to get a hose down there by yourself.

6 EXAMINER TERRY: Okay, that's all I have.

7 ~~CO-EXAMINER~~ Tom Roth-Roffy: Okay, I think
8 we're done with you. Thanks very much.

9 MR. COOK: You bet.

10 (Whereupon, the interview was concluded.).